

February 28, 2003

*via email and electronic submission*

Mr. Kevin Willis  
Airport Safety Certification Specialist  
Federal Aviation Administration  
Room 619  
800 Independence Avenue, S.W.  
Washington, DC 20591

**Re: FAA Docket FAA-2003-14246  
Airport Privatization Pilot Program  
Notice of receipt of application –  
New Orleans Lakefront Airport  
New Orleans, Louisiana**

Dear Mr. Willis:

The Board of Commissioners of the Orleans Levee District (“OLD”) and American Airports Lakefront, LLC (“AAL”) are eager to move forward with this important privatization project. The Aircraft Owners and Pilots Association (“AOPA”), its members, the National Business Aviation Association, its members, tenants/users/employees at the airport and members of the general public have been on notice of the project for some three years, since the filing of and publication of the Preliminary Application in March of 2000.

The Joint Applicants have held multiple public formal/informal meetings and the Board’s decision to approve the lease last year was covered by the local television media and featured in the *Times Picayune*. All of the Special Airport Committee and Board decisions were subject to notice and all of them were taken at public meetings. It was, therefore, with some surprise that the Joint Applicants regarded the recent comments submitted to the docket contending that they were uninformed and unaware of the privatization efforts.

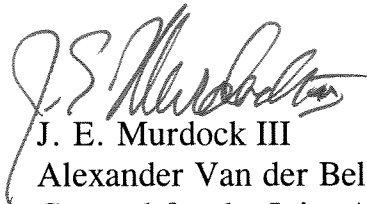
Mr. Kevin Willis  
February 28, 2003  
Page 2

While the Joint Applicants are anxious to avoid any unnecessary delay, they wish to move forward cooperatively with general aviation constituents, which are and will continue to be important clientele at the airport. Accordingly, the Joint Applicants support a further 60 day extension of the comment period (for a total of 120 days) and would agree to a public meeting in New Orleans to discuss the merits of the application.

It is evident from the responses that most commenters have not yet had the opportunity to review the materials that are on file and available to the public. Key items -- such as the exemplary qualifications of the private operator, the fact that the privatization statute *prohibits* the raising of fees to general aviation operators above the CPI, and the obligation of the public sponsor to continue operation of Lakefront Airport in the unlikely event of a default -- have obviously been overlooked.

Therefore, the Joint Applicants believe that an additional comment period and supplemental meeting would be beneficial for airport users to better understand the project and its many benefits.

Sincerely,



J. E. Murdock III  
Alexander Van der Bellen  
Counsel for the Joint Applicants

cc: David Bennett  
AOPA